

The Evening Herald

ALBUQUERQUE, NEW MEXICO, TUESDAY, JULY 14, 1914.

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SOME Men wouldn't have waited to repair the railroad.

JOIN The motorcade to Santa Fe. Get your car in the picture.

HUERTA IS STILL ON JOB TODAY

Provisional President not Among Official Refugees at Vera Cruz Although Skids are Greased for Quick Get-away.

HOLE WEST COAST IS RUSHING TO GET RIGHT

Wholesale Desertions to Constitutional Cause Give Rebels Complete Control of Entire Pacific Territory.

DIplomacy Striving to BLOCK WAR IN CITY

Now Hoped that Plan May be Devised by Which Government May be Turned Over Without Actual Fighting in Capital.

[By Leased Wire to Evening Herald.] Mexico City, July 14.—Provisional President Huerta's family, according to reports prevalent in the capital, is expected to leave for Vera Cruz sometime today.

Washington, July 14.—Late today the state department received advice that Huerta's resignation was certain within a day or so. This developed after a conference between Secretary Bryan and Minister Suarez of Chile.

Washington, July 14.—General Huerta was not among the high official Mexican refugees sailing from Vera Cruz on the *San Espino*, according to early dispatches today from General Huerta. The holding of the *San Espino* and the hurried repair of the railroad to Mexico City had been taken as an indication that the dictator was about to flee with Adolfo de la Lanza, Esteva Ruiz, Querido Moheno and General Maas, all of his official family, who sailed on the *San Espino*.

ERTA GREASING SKIDS FOR EASY GETAWAY

Washington, July 14.—Huerta's resignation momentarily was expected in Mexico City today. Official domestic dispatches from the federal capital stated the dictator probably would quit his post and turn his administration to his new minister, Francisco Carranza, today or Wednesday.

BAILEY'S STATEMENT MAY PROVE MRS. CARMAN GUILTY

Servant, Reported as Kidnapped Following Shooting, Said to have Made Sensational Disclosure to Grand Jury Today. Mrs. Carman Makes Plea that Judgment be Suspended Until She Has Chance to Prove Her Innocence.

Lincoln, N. Y., July 14.—A sensational statement of the movements of Mrs. Florence Carman on the night of the murder of Mrs. Louise at Freeport is said to have been made to the grand jury here yesterday by Cecilia Coleman, maid employed by the Carmans, and has been missing and reported kidnapped for several days.

personally to supervise the repairing of the gap in the line near the coast. Huerta, it was said, might use the route for his departure.

The railway was torn up after the occupation of Vera Cruz.

With a crisis imminent American officials and envoys of the South American republics were untiring in their efforts to bring about a transition of power in Mexico City without further sacrifice of life.

Carranza, constitutional chief, in notifying the United States that he would not sanction any conference with representatives of Huerta to draft peace terms, declared the unconditional surrender of the authorities in Mexico City today was the only thing he would accept. He said he could give ample assurances for the guarantee of life and property.

While Washington officials have indicated they would take no steps to interfere with the revolution, yet the constitutionalists have been notified that recognition would not be extended if Huerta were to re-enter Mexico City.

One plan suggested for transfer of power to the constitutionalists was the resignation of the administration that succeeded Huerta, leaving police power over the capital in the hands of local minor authorities. Members of the revolutionary junta in Washington, who made the suggestion, said that if that course were pursued, Carranza could then enter the capital and assume control, avoiding any recognition of Huerta that might be implied by acceptance of executive power directly from him or a minister succeeding him.

CARRANZA MOVES HIS CAPITAL TO MONTEREY

Washington, July 14.—Reports from Consular Agent Carranza say Carranza has moved his provisional capital to Monterey from Saltillo.

EXPECTED APPEARANCE OF FLYING PRESIDENT FAILS

Vera Cruz, July 14.—Army and navy officials who journeyed to the gap in the railway line today in the belief that General Huerta was a passenger on the morning train were disappointed on the morning train were disappointed.

A force of laborers is at the Mexican side of the gap, ready to repair it, but actual work awaits specific orders from the capital. It is assumed that the order will be received before night. Colonel Irujo, Mexican commander at the gap, said he believed the delay was occasioned by an endeavor to get an agreement from the Americans not to use the gap, when repaired, for military purposes. He had no official information to that effect, however.

AMERICAN HELD PRISONER BY CARRANZA'S ORDER

San Antonio, Tex., July 14.—Maurice Trevino, an American citizen and manager and part owner of the electric light plant at Matamoros, Mexico, has been arrested by constitutionalists charged with having committed acts against the constitutional cause, according to a dispatch from Matamoros.

As a result of Trevino's arrest the electric light plant is inoperative and the town is in darkness. The Matamoros authorities have requested J. H. Johnson, the United States consul, to have appointed another manager for the plant.

CONSTITUTIONALISTS SWEEP MEXICAN WEST COAST

On Board U. S. S. California, Matamoros, Mexico, July 13, by Wireless to San Diego, July 14.—The constitutionalists are sweeping the Pacific coast of Mexico. Evacuations, occupations, armistices and the exchange of prisoners are everywhere reported to Rear Admiral Howard, commanding the American Pacific fleet, and the indications are that within a week the federalists will be in possession of only Mazatlan and Salina Cruz, among the important garrison seaports.

At Santa Rosalia, a mining post on the outer coast of Lower California.

(Continued on Page 2.)

ENGINEER MEN UNANIMOUS IN FAVOR OF STRIKE

Brotherhood Vote is 97 percent and Fireman 99 percent for Walkout Unless Demands are Agreed to.

CRISIS AT HAND IN LONG STANDING DISPUTE

Fifty Five Thousand Men, 98 Western Roads and 148,000 Miles of Track Involved in Stupendous Labor Argument.

[By Leased Wire to Evening Herald.]

Chicago, July 14.—Representatives of 55,000 engineers and firemen on ninety-eight western railroads today declared that they would not accept arbitration of their wage differences under the Erdman act, but would continue negotiations with their employers.

It was also announced that the firemen and engineers had voted almost unanimously in favor of a strike should their requests be refused by the railroads.

It was announced by W. S. Carter, president of the Brotherhood of Locomotive Engineers, that the vote of the Brotherhood of Locomotive Engineers was 97.27 per cent in favor of a strike and that the vote of the Brotherhood of Locomotive Firemen and Engineers was 99.2 per cent in favor of a strike.

FEDERAL ARBITRATION WILL BE REFUSED

The announcement that federal arbitration would be declined came after a meeting attended by the conference committee of the general managers of the railroads and representatives of the employees.

The railroad managers were informed by W. S. Stone, head of the Brotherhood of Locomotive Engineers, and W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, of the result of the strike vote. Various phases of the differences between the men and the railroads were discussed before the conference adjourned. A joint committee of the two organizations of employees will discuss the situation this afternoon and it is expected that there will be a further conference with the general managers' committee tomorrow.

Refusal to accept federal arbitration was based by the brotherhoods on the contention that the railroads would not be bound by the result of such arbitration. On this point an official statement given out by Carter reads:

"On the supposition that the federal board of arbitration and conciliation will propose arbitration as directed by the present federal law the engineers will necessarily reject any proposition to arbitrate because in all recent arbitrations railroads have repudiated arbitration awards and have not been bound thereby."

Some of the principal requests made by the employees of the roads were:

Increases in the rates of pay of engineers and firemen in all classes of service.

That the number of hours after which overtime will be paid in freight service be reduced from 10 to 8 hours and in passenger service from 10 to 5 hours.

That overtime be raised to a basis of time and a half in freight service and double time in passenger service.

That engineers and firemen be paid an arbitrary 30 minutes preparatory time for each trip instead of computing service continuously from actual time of reporting for duty.

That allowances be made for terminal delays in addition to payment for the miles or the hours of the trip.

That differentials paid for running mailer engines be increased.

That the differentials between local and through freight service be increased.

That two firemen be employed on large coal-burning engines regardless of the character or length of the run, the tonnage hauled or the work required of the firemen.

According to the conference committee of managers representing the railroads compliance with the requests of the employees would increase the payrolls of the roads more than \$3,000,000 or approximately 30 per cent. The request of the employees covers a general revision of the rules governing compensation.

The negotiations continued nearly three months prior to June 1 when

the conferences were suspended pending the taking of the vote of the employees on the question of a strike.

A. W. Trenholm, general manager of the Chicago, St. Paul, Minneapolis & Omaha, chairman of the conference committee of the railway managers, said that the next move in the negotiations was up to the employees. He said the general managers' committee would make a formal statement of the present requests of the employees and official notification of the strike vote. He declined to discuss the announced refusal of the employees to accept possible federal arbitration and said that no definite time had been set for another conference.

ULTIMATUM TO BE PRESENTED TO RAILROADS

Chicago, July 14.—An ultimatum in the wage dispute between the 55,000 engineers and firemen of the ninety-eight railroads west of Chicago and their employers was scheduled to be presented today to the management of the roads. A general strike which will tie up 148,000 miles of road is imminent unless an agreement is reached, according to the union officials.

The ultimatum, it was announced, contained the statement that 80 per cent of the men had voted to strike unless their demands were accepted.

Counting of the strike referendum ballots has just been completed. The next move was up to the roads. It may take the form of an appeal to the federal department of labor for arbitration.

Virtually all lines west of Chicago, the Illinois Central, and lines in Canada west of Fort William, except the Canadian Grand Trunk Pacific, are affected.

Warren S. Stone, grand chief engineer of the Brotherhood of Locomotive Engineers, and W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, met the general managers' committee of the railroads today.

A. W. Trenholm, general manager of the Chicago, St. Paul, Minneapolis & Omaha railway, chairman of the managers' committee, and other members of the committee were present.

BENJAMIN NAMED HEAD OF ELKS IN DENVER

Grand Lodge Elects California Man by Acclamation. List of Grand Lodge Elective Officers. Seattle Loses Out.

[By Leased Wire to Evening Herald.] Denver, Colo., July 14.—Los Angeles was selected as the convention city for the 1915 reunion of the Benevolent and Protective Order of Elks today by acclamation.

Other officers elected were: Grand royal knight, E. M. Dickerson, Tucson, Ariz.; grand lecturer knight, W. F. Schuch, Milwaukee; grand secretary, Frederick C. Robinson, Duquesne, Pa.; grand treasurer, Charles A. White, Chicago; grand inner guard, Thomas C. Bronhouse, New London, Conn.; grand trustee, Cal Kingsley, Waterloo, Ia.

Seattle Loses Out.

Seattle today practically lost its contest for the 1915 reunion of the Benevolent and Protective Order of Elks when the grand lodge overwhelmingly voted to meet the week of July 12, thereby rejecting a proposal to meet in the Washington city the week of July 4.

The proposal was made that the Elks' reunion might not conflict with the gathering of farmers scheduled for Seattle the week of July 12. Thereupon began a lively contest for the Elks 1915 meeting with Los Angeles, Buffalo and Salt Lake City apparently leading.

The report of Grand Secretary Fred C. Robinson to the grand lodge showed that eleven new lodges had been instituted in the last year; that the membership totalled 425,129, a net increase of 20,398 for the twelve months; and that the net assets of the subordinate lodges aggregated \$23,453,805.

Grand Exalted Ruler Edward Leach in his report urged action against the tendency of some subordinate lodges in erecting clubhouses beyond their financial resources. He suggested changes to prevent lodges in local option communities from developing the "club" feature to an extent that it might become a subterfuge for selling liquor.

Fellows for grand leading knight and grand officer were being counted at 2:45 o'clock.

Preparing for Bridal Couple.

Officer Ray, N. Y., July 14.—Colonel Roosevelt spent several hours today arranging for a reception for his son Kermit and bride, who are expected here in a day or two. Old friends among the villagers will be bidden to meet the young couple.

NEW HAVEN OUTRAGE ABSORBS SENATE

Sensational Report of Interstate Commerce Commission Dominates Debate Today in Upper House.

GOVERNMENT PREPARES VIGOROUS PROSECUTION

Dissolution of the New England Railway Monopoly First Object in View. Punishment to Come Later.

[By Leased Wire to Evening Herald.]

Washington, July 14.—With its unmeasured denunciation of the "maladministration" of New Haven financial affairs and "criminal negligence" of directors, the interstate commerce commission's sensational report on its investigation of the New England railroad lines was today before the senate committee working to frame legislation for control of railroad financing, interlocking directorates and other subjects concerned in the investigation.

Administration supporters declared that many of the recommendations of the commission agreed perfectly with portions of President Wilson's trust legislation program.

The next step in New Haven affairs, however, was expected from the department of justice. Apart from alleged violations of laws of state and liability of the New Haven's directors, over which Attorney General McInerney has said the federal statutes have no control, the department was concerned chiefly in the commission's finds that all the acts characterized as "corrupt and unlawful" were for the purpose of setting up a monopoly in violation of the federal state carried over.

The department of justice has taken that view in its dissolution suit against the New Haven system, which probably will be filed within the next few days, unless the railroad officials reverse their attitude and accept the terms of peaceful dissolution.

The possibility of any criminal acts being in violation of federal law was being considered by the department, but that phase of the case is apart from the dissolution proceedings.

Copies of evidence gathered by the commission's examiners were on their way by registered mail to district attorneys in various jurisdictions in New York, Connecticut and Rhode Island, in which New Haven transacts its business. The testimony and exhibits relate to such acts as the commission has characterized as unlawful but on which the state officers, if any, must act.

New Haven affairs were brought up in the senate during a "prosperity" debate between Senator Gallinger, Republican, and Senator Thomas, Democrat. The Republican senator read a clipping telling of the discharge of ship hands in Wilmington, Del., and the Democratic senator retorted that his colleague might be more solicitous of those who had suffered in New Haven operations as disclosed by the interstate commerce commission's report. Senator Thomas quoted from the late J. Pierpont Morgan's will, the words in which the dead financier committed "any testimony of my Maker."

"That will be a fitting companion piece to the commission's report," concluded Mr. Thomas.

MORGAN IS SILENT ON THE COMMISSION'S REPORT

New York, July 14.—While J. P. Morgan & Company consistently refused to discuss the report of the interstate commerce commission's action regarding the directors under the administration of Charles S. McInerney, for "reckless and profligate" financial operations, estimated to have cost stockholders from \$65,000,000 to \$90,000,000, J. P. Morgan himself denies the charge that the commission's examiners were not accorded full access to the firm's books bearing on the New Haven.

Correspondence made public at Washington told of Commissioner McInerney's directing the chief examiner to cease the work as it "was useless."

Late last night Mr. Morgan issued this statement in reply:

"The information with regard to the withdrawal of the interstate commerce commission's examiners from the examination of the books of our firm is the first intimation that I have had that they have been recalled."

The New Haven situation is now out of the hands of the interstate

commerce commission and what action, if any, is taken on the recommendations that the directors will be prosecuted, lies with the department of justice and district attorneys in the states in which the system has lines.

Prosecuting attorneys at New York, Boston, Hartford, New Haven, New London and other points had received no copies of the evidence today. It is understood, however, that copies are on the way. District Attorney Whitman, who has been in Newport, was expected here today.

Directors and former directors of the road generally have refused to discuss the commission's report. Mr. McInerney, however, under whose administration the alleged acts complained of were committed, branded it as "a report of a political tribunal made for political purposes."

The full board of the present New Haven directors is to meet in New York on Thursday. At that time some statement bearing on the charges may be issued.

WHITMAN WILL PROSECUTE IF EVIDENCE WARRANTS

New York, July 14.—District Attorney Whitman reached his office shortly before 11 o'clock and issued this statement:

"When these papers, relative to the New Haven, reach this office they will be closely scrutinized and if we have any reason to think that any crime of any kind has been committed by any person connected with the New Haven railroad or its management in this county, an indictment will follow, no matter who the person may be."

ADMINISTRATION HAS REDEEMED ITS PLEDGES

Splendid Tribute to President Wilson and Democratic Congress in Meeting of Wisconsin Democrats.

[By Leased Wire to Evening Herald.]

Milwaukee, Wis., July 14.—A vigorous defense of the administration of President Wilson, a severe arraignment of the Republican administration of Wisconsin, and a plea for party harmony characterized the speech of Calvin Stewart of Kenosha, temporary chairman of the conference of Wisconsin Democrats here today. Referring to the national administration he said in part:

"But little more than one year has passed—an eventful year, trying year, fruitful year, but time enough to try out the temper and metal of the administration. Nearly every pledge of our platform has been gloriously redeemed."

"The tariff has been revised and substantially reduced, and already the business of the country is being adjusted to the change."

The speaker touched on the federal income tax, saying: "Capital is best able to pay taxes on itself."

The new currency measure was praised.

The president's stand on the Mexican situation and the Panama canal tolls measure came in for high praise.

WHITE HOUSE CONFERENCE MAY FIX CONSERVATION MEASURES

Leaders of Contending Factions in House and Senate to Meet with President Tonight in Hope that Kinks in Pending Bills May be Ironed Out and Legislation Sought by Conservationists Put Through this Session.

[By Leased Wire to Evening Herald.]

Washington, July 14.—Conservationists in congress looked forward with interest today to the conference which had been arranged to be held at the White House tonight, when efforts are to be made to smooth out differences over pending conservation legislation. President Wilson, members of the cabinet and members of the house planned to consider the pending Adams general dam bill.

The bill is designed to open navigation on what are now, in the aggregate, thousands of miles of shoal streams with possibilities of active development attractive to private capital, but practically prohibitive to the government if undertaken to promote navigation only.

The plan is to grant permits for fifty-year periods, for private construction of dams and locks so as to provide heads of water for generation of power and hydro-electricity for power purposes for communities needing light, fuel and power for manufacturing and other purposes.

President Wilson is taking considerable interest in the Adams dam bill and so are Secretaries Lane of the interior department and Garrison of the war department, both of which departments would have jurisdiction over respective details of the projects under the bill.

Those who expected to confer with them included Democratic Leader

JONES WILL WIN BY A NARROW MARGIN

Senators Tell President Federal Reserve Board Nominee will be Confirmed by From Five to Ten Majority.

WARBURG NOMINATION NEXT ON FIGHT PROGRAM

Trust Bills Strike Another Snag When Committees Disagree on Extent Regulation of Railway Securities Issues Should go.

[By Leased Wire to Evening Herald.]

Washington, July 14.—Administration senators, after a canvass today, reported to the White house that President Wilson's nomination of Thomas D. Jones, of Chicago, to the federal reserve board would be confirmed by a majority ranging from five to ten.

There were no developments in the nomination of Paul M. Warburg of New York. Indications were that the White house would not begin the fight for his confirmation until after Mr. Jones had been placed.

The fight on Jones was carried into the senate by Acting Chairman Hitchcock of the banking committee, leading the opposition, because of Jones' connections with the so-called zinc and harvester trusts. With administration supporters predicting a victory, the fight went on behind closed doors.

COMMITTEES MAY UNITE

WASHINGTON, July 14.—Administration trust bills struck another snag in senate committees today. The interstate commerce committee was unable to agree whether the railroad securities bill should merely provide for supervision of the issue of stocks and bonds, or go further and regulate for what purposes funds could be used.

The judiciary committee spent several hours discussing constitutional questions of the Clayton omnibus trust bill.

Prospects of a joint session of the two committees to work out a general program for embodiment into one bill were said to be good.

HOUSE GRACIOUSLY AGREES TO MILEAGE PROGRAM

Washington, July 14.—By a vote of 132 to 122, the house abandoned its program of "mileage reform" and agreed with the senate to retain the present mileage allowance of twenty cents a mile each way, each session, for senators and representatives.

Underwood, Representative Ferris of Oklahoma and Lenroot of Wisconsin, representing the public lands committee, and Representatives Adamson, Georgia, and Stevens, Minnesota, representing the interstate commerce committee.

Representative Ferris and other opponents of the bill in its present shape, with whom Secretary Lane is understood to be aligned, say the bill might leave a loophole for grants of perpetual rights to private capital.

This action, the special language of the conservationists, provides:

"All provisions in this act contained relating conditions upon which the consent of congress is granted for the construction of dams shall apply alike to all existing enterprises in operation or authorized as well as to new projects to which the consent of congress may hereafter be granted. All conflicting provisions contained in any act of congress, granting consent to the construction of any dam, are hereby repealed and all such previous authorizations are so altered, amended and modified hereby as to conform to all of the conditions and provisions incorporated in this act."

This is what they contend to be a joker that should be changed to avoid repeating great irrigation work enterprises. The framers of the bill deny that it is suggestive of any such construction.